PUBLIC WORKS SECRETARIAT

Directs that the Ferry Establishment at Jog be transferred from the control of the Executive Engineer, Jog Division, to the control of the Executive Engineer, Shimoga Divisio n, from 1st July 1948.

READ—

Government Order No. P.W. 6940-5—Est. 20-46-27, dated 10th April 1947, sanctioning the continuance of the marginally noted Ferry Establishment at Jog till the end of June 1948, with the direction to intimate the head to which the charges on account of the above Ferry Establishment were being debited prior to the starting of the Jog Power Scheme Works.

One Boatman for 12 months on Rs. 18.
Two Boatmen for 8 months on Rs. 18.

2. Letter No. 2004—J.A., dated 9th May 1947, from the Auditor, Jog Power Scheme, stating that the information called for is not available in his office.

3. Letter No. 977, dated 14th July 1947, from the Chief Engineer for Roads and Buildings, stating that the cost of the Ferry Establishment may be debited to "24-A. Communications—1 Roads—Repairs".

4. Letter No. 239—S., dated 9th August 1947, from the Chief Engineer for Irrigation, stating that the cost of the Ferry Establishment may be met under "24-A. Communications—Roads—Repairs" and suggesting that the establishment may be transferred to the control of the Executive Engineer, Shimoga Division, from the Executive Engineer, Jog Division.

ORDER THEREON No. P.W. 2840-6—EST. 20-46-45, DATED BANGALORE, THE 13TH SEPTEMBER 1947.

The establishment attached to the Ferry at Jog is now under the control of the Executive Engineer, Jog Division and the charges thereof are being debited to the provision made under "Establishment" in the Jog Power Scheme estimate. This establishment is practically of a permanent nature and was under the control of the Executive Engineer, Shimoga Division, prior to the starting of the Jog Works. As the maintenance work of the Jog Power Scheme will start in the year 1948, the ferry establishment will have to revert to the control of the Shimoga Division, as the roads on either side of the ferry are still being maintained by the Shimoga Division.

2. As reported by both the Chief Engineers, the charges on account of the ferry establishment were being met under "24-A. Communications—1 Roads—Repairs".

3. In the above circumstances, Government direct that the ferry establishment at Jog be transferred from the control of the Executive Engineer, Jog Division, to the control of the Executive Eegineer, Shimoga Division, with effect from 1st July 1948, the charges thereof being debited to "24-A. Communications—1 Roads—Repairs" and the realisations from the ferry being credited to Public Works Department receipts.

B. S. NARASINGA RAO, *Secy., P. W. Dept.*

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